

**Top Secret**



DIRECTORATE OF  
INTELLIGENCE

## *Imagery Analysis Service Notes*

29 May 1969

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This publication highlights significant or timely intelligence items derived from photography.

The interpretations in this publication represent preliminary views which are subject to modification in the light of further information and more complete analysis.

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CENTRAL INTELLIGENCE AGENCY  
Directorate of Intelligence  
Imagery Analysis Service

IMAGERY ANALYSIS SERVICE NOTES NO. 13/69

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## CHINA

### Current Status of the SAWRF's

With the confirmation on recent satellite photography of two new so-called SAWRF's in the Gobi Desert, there are now known to be 16 such facilities in various stages of construction in China. Seven are in the Gobi north of the Shuang-cheng-tzu Missile Test Center and nine are in the North China Plain (see Figure 5).

The two new SAWRF's -- SCT 3 and SCT 7 -- were first seen in [ ] in early stages of construction. They are at locations which have been considered as candidates for SAWRF construction for some time (see IAS Notes of 15 October 1968). At present there are a number of areas of unidentified activity apparent in the Gobi, but none appears to be a good candidate for a SAWRF.

It should be noted that no equipment other than that associated with the construction process has been identified at any of the SAWRF's.

For the construction timing and other pertinent information about the SAWRF's to date, see Figure 6.

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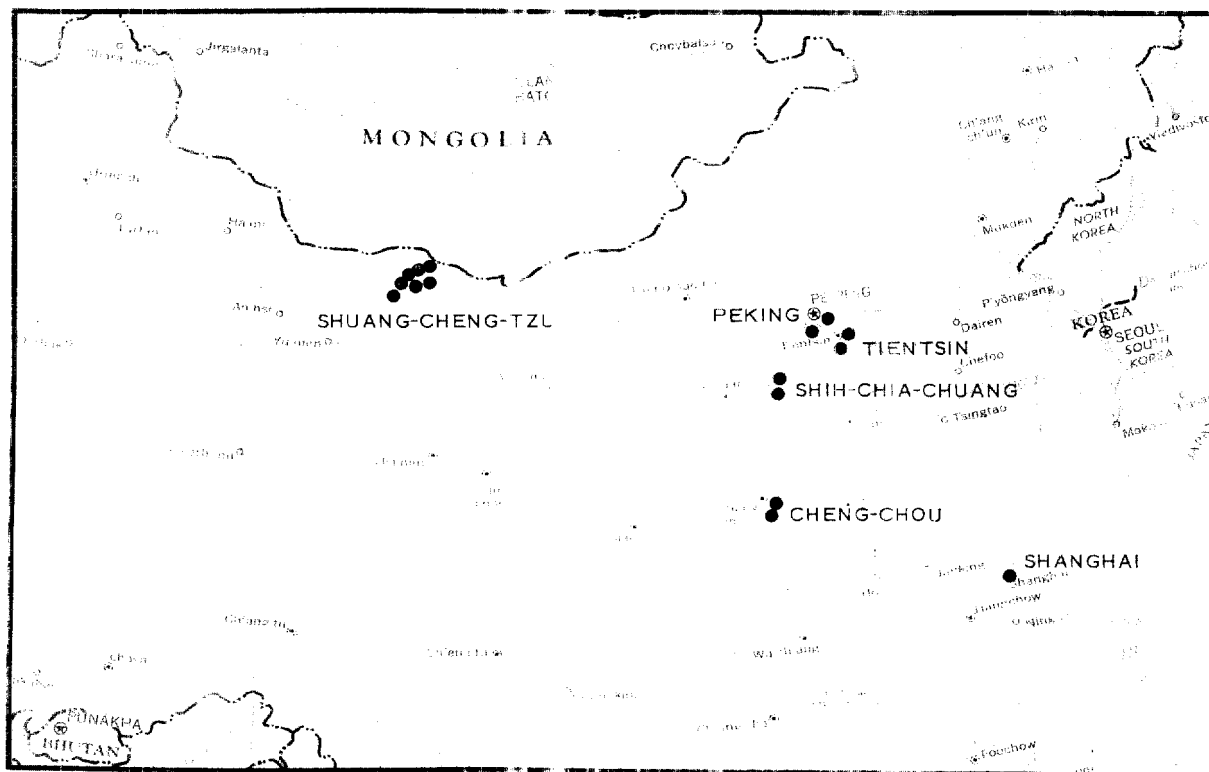


FIGURE 5. LOCATIONS OF SAWRF'S, [ ]

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GOBI DESERT	DIRECTION OF TRANSVERSE AXIS	OPENINGS ON THREAT SIDE	OPENINGS ON OPPOSITE SIDE
SHUANG-CHENG-TZU NO. 1	NORTH	4	4
SHUANG-CHENG-TZU NO. 2	NORTH-NORTHWEST	6	4
SHUANG-CHENG-TZU NO. 3	NORTH	6	3
SHUANG-CHENG-TZU NO. 4	NORTH	6	3
SHUANG-CHENG-TZU NO. 5	NORTH-NORTHWEST	6	3
SHUANG-CHENG-TZU NO. 6	GENERALLY NORTH	UNKNOWN	UNKNOWN
SHUANG-CHENG-TZU NO. 7	GENERALLY NORTH	UNKNOWN	UNKNOWN
NORTH CHINA PLAIN	DIRECTION OF TRANSVERSE AXIS	OPENINGS ON THREAT SIDE	OPENINGS ON OPPOSITE SIDE
PEKING EAST	EAST-SOUTHEAST	4	2
PEKING SOUTH	SOUTHEAST	4	2
SHIH-CHIA-CHUANG EAST	EAST-SOUTHEAST	4	2
SHIH-CHIA-CHUANG NORTH	EAST	4	2
TIENTSIN EAST	*EAST	UNKNOWN	UNKNOWN
TIENTSIN SOUTH	*SOUTHEAST	UNKNOWN	UNKNOWN
SHANGHAI	EAST	4	UNKNOWN
CHENG-CHOU EAST	EAST	4	AT LEAST 4
CHENG-CHOU SOUTHEAST	EAST	UNKNOWN	UNKNOWN

\*NO CORRIDOR CONSTRUCTION OBSERVED. DIRECTION DERIVED FROM ORIENTATIONS OF RAIL SPURS.

FIGURE 6.

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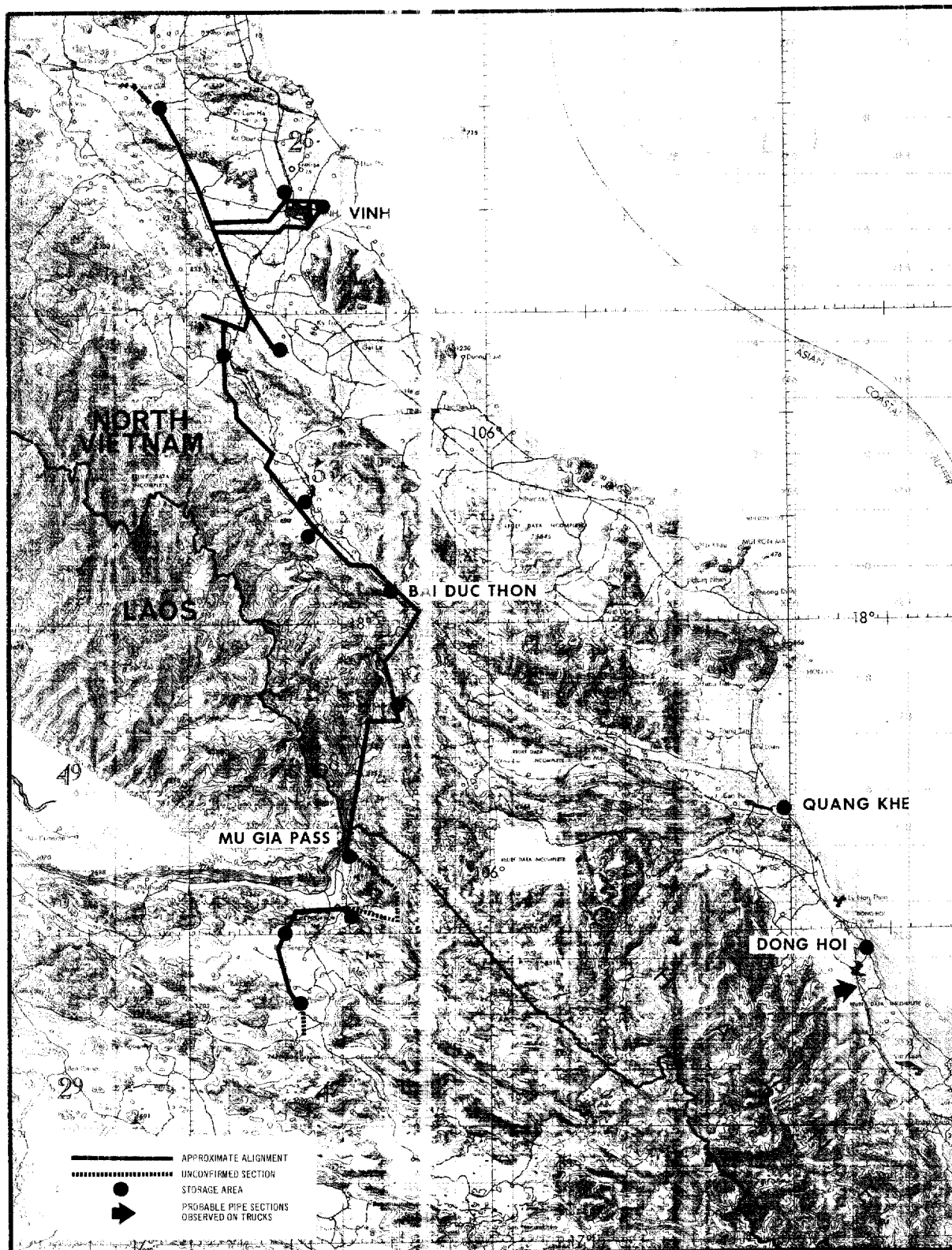


FIGURE 7. STATUS OF POL PIPELINE CONSTRUCTION IN NORTH VIETNAM-LAOS,

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NORTH VIETNAM/LAOS

Continued POL Pipeline Development

25X1D [ ] photography reveals continuing development of the POL pipeline system that has been built in the panhandles of North Vietnam and Laos (see Figure 7). A rail-to-pipeline transfer facility and an adjacent, partially completed POL storage area with an associated pumphouse are being constructed at the Vinh Rail Yards. The transfer facility may already be in partial operation -- in [ ] eight POL tank cars were observed on the meter gauge rail spur servicing this transshipment point. This new facility supplements the existing water-to-pipeline transfer facilities at Vinh. The rail-to-pipeline transfer point appears directly connected to a second east-west POL pipeline which was completed in early [ ]

25X1D

25X1D The North Vietnamese continue to place emphasis on maintaining and upgrading the pipeline system as indicated by construction of three new refueling points and a new storage area. As of [ ] IAS has identified the locations of 30 pumping facilities along the pipeline in North Vietnam.

25X1D

In Laos, two new, small POL storage areas served by the pipeline were observed on recent photography, and field reports obtained from friendly guerrilla teams provide evidence that the pipeline is operational to its present southern terminus in Laos.

25X1D There are indications that pipeline construction may be undertaken further to the south within North Vietnam. Pipe sections were observed in either [ ] in the Vinh Rail Yards, at the Quang Khe Transshipment Point and in an open storage area near Dong Hoi. Trucks carrying probable pipe sections were also seen traveling south on Route 101 toward the DMZ.

For earlier analyses of this pipeline construction, see IAS Notes of 27 December 1968, 31 January 1969 and 4 April 1969.

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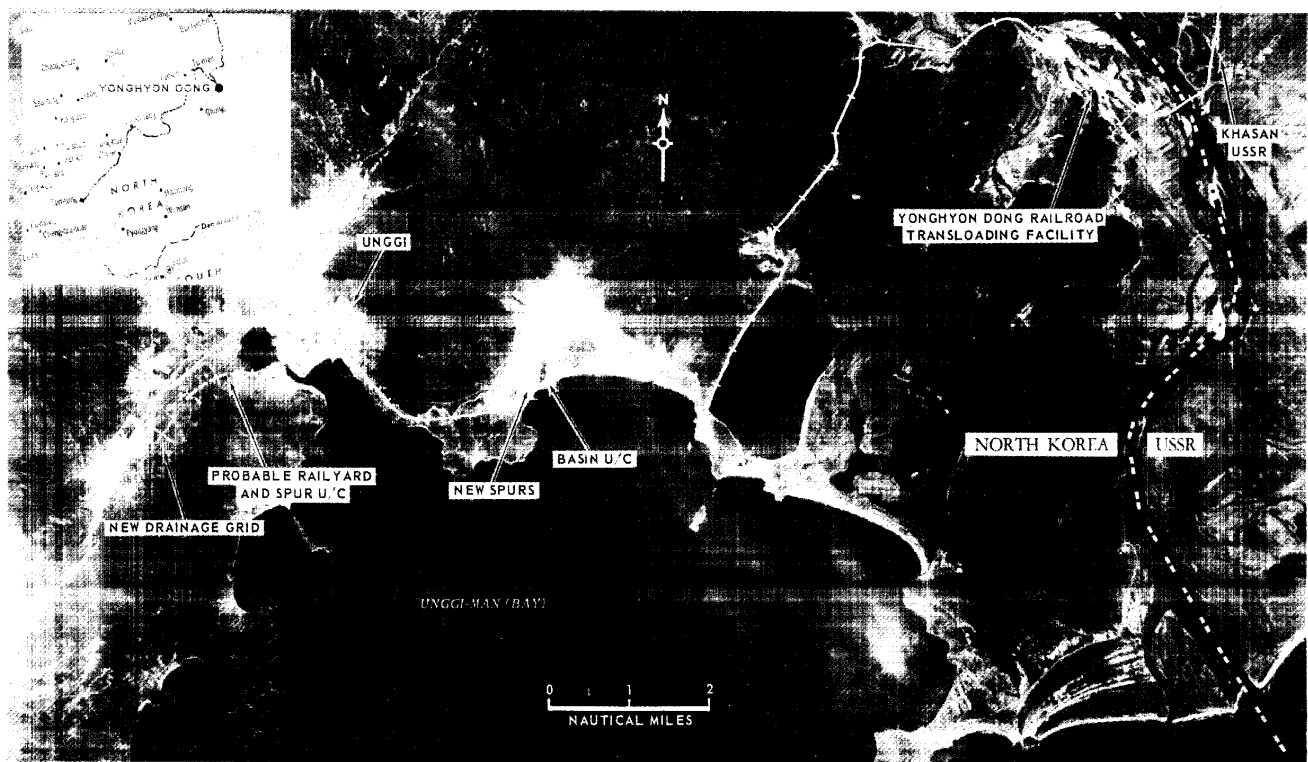


FIGURE 8. AREA OF TRANSPORTATION AND INDUSTRIAL DEVELOPMENT IN NORTH KOREA  
NEAR THE SOVIET BORDER,

NORTH KOREA

Transportation and Industrial Developments near the Soviet Border

25X1D

[ ] photography shows that rail transloading facilities continue to expand at Yonghyon Dong, on the Korean side of the Soviet-Korean border, and that large-scale industrial development may be occurring to the south at Unggi (see Figure 8).

Construction at the Yonghyon Dong Railroad Transloading Facility within the past eight months includes the addition and extension of track and the completion of a three-track bulk transloading yard, a 15 tank POL storage facility and a probable standard gauge turning wye. (For details of earlier expansion of this rail complex, see IAS Notes of 12 April 1968.)

25X1D

In the Unggi area, a new, probable rail yard and a rail spur leading to an undeveloped portion of the port are in the initial stages of construction. Adjacent to this new construction, a series of ditches forming a large drainage grid was constructed in [ ] This activity may be related to a recent Soviet announcement that a two million metric ton crude oil refinery is to be built with Soviet aid at Unggi.

25X1D

[ ] photography reveals that a new basin is being dredged out in the tidal waters, 5.2 nautical miles east of Unggi. A rail spur serves both sides of the basin and a turning wye has been constructed just to the north. The exact purpose of the new basin is unknown at this time; no support buildings or associated structures have yet been built.

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